Spill Prevention, Control, and Countermeasures Plan
for
Support Center San Pedro
Terminal Island, California

Effective Date: 1 November 1994

Ref: (a) 40 CFR 112
(b) 40 CFR 110

1. INTRODUCTION:

A Spill Prevention Control and Countermeasures (SPCC) Plan is required by reference (a) for certain onshore facilities. Conditions triggering this requirement include 660 gallons of oil related product in one above ground tank, total above ground oil storage greater than 1320 gallons, or the reasonable expectation that, due to location, a discharge of oil in harmful quantities may reach navigable waters of the United States.

Reference (b) defines "harmful quantities" as the amount that:

May be harmful to the public health;
May violate applicable water quality standards;
Cause a film or sheen on the water or adjoining shoreline,

Reference (b) defines a "facility" to include vehicles and rolling stock, but excludes vessels. It defines "navigable waters" to include virtually all waters in which the Coast Guard operates.

2. REQUIREMENTS:

This plan is required at Support Center San Pedro (SUPRTCEN) due to the close proximity of a 500 gallon above ground diesel storage tank, motor vehicles and occasional 7,500 gallon fuel oil tank trucks to navigable waters of the U.S. The diesel tank hold fuel for the SUPRTCEN rolling stock equipment. This fuel is delivered through pipes and hoses that are in close proximity to Los Angeles harbor (a navigable water of the U.S.). Enclosure 1 is a Plot Plan of the facility showing the location of the tank and related storm drain piping. The SUPRTCEN's Engineer Officer (EO) is responsible for supervising pollution incidents occurring on the SUPRTCEN.

This plan has been reviewed by Civil Engineering Unit Oakland (CEUO). It is part of the SUPRTCEN SOP.

3. PURPOSE:

The purpose of this plan is to direct the actions to be taken to prevent an inadvertent release of oil from occurring. Furthermore, this plan has the purpose of preventing a spill from entering navigable waters in the unlikely event a release should occur. In completing this plan the following areas were reviewed:

The volume of possible releases;
The most probable spill flow routes;
Response equipment and personnel;
Immediate actions in the event of a release;
Inspections and training to prevent releases from occurring.

4. **PAST RELEASES**

Two discharge incidents have occurred in the past twenty-four months during fueling operations of 110' CG vessels moored at the SUPRTCEN.

One incident occurred while topping off a cutter's fuel oil tank. A bubble formed in the piping system and approximately 2 gallons were discharged through a tank vent. The discharge occurred due to an excessive rate of flow during topping off procedures.

Less than 1 gallon of diesel fuel was discharged into navigable waters due to the quick operator response of shutting off the fuel pump. The spill was contained by the immediate use of sorbent pads to absorb fuel off the deck and pre-booming the vessel. This was an accidental release controlled and cleaned up by the on-site operator. A Coast Guard pollution report was initiated.

The second incident also occurred during a fuel transfer. The CG person in charge noticed a leak in the transfer piping and ordered a shutdown. When the mobile truck operator ordered that the "camlock" fitting be cracked open for suction of the remaining fuel in the line, there was still pressure on the line and fuel was discharged onto the deck. Subsequently, approximately 50 gallons entered the harbor. Pre-booming of the vessel contained the fuel and a clean up effort using sorbent pads was successful. A Coast Guard pollution report was initiated.

This was an accidental release controlled and cleaned up by the on-site operator. Future actions will include insuring that all piping systems are empty and returned to standard atmospheric pressure prior to breaking couplings.

5. **FLOW/VOLUME PREDICTIONS:**

a. Diesel Tank. The above ground 500 gallon steel storage tank has integral secondary containment. The tank is located on the western side of the M & R shop. Due to the slope of the ground here, any spill that escapes the secondary containment will run directly towards the bay

b. Vehicles. Vehicles are stored in their assigned parking spaces when not in use. The combined capacity of their tanks is approximately 205 gallons of gasoline and 100 gallons of diesel fuel. The industrial vehicles (rolling stock) are parked in various spaces around the Industrial complex, and in the event of a spill, the runoff would most likely be captured in the industrial catchment basin which poses no threat of discharge into the harbor. The SUPRTCEN's general use vehicles are parked in

assigned spaces around the Port Services Building, and in the event of a spill, the runoff would be captured within the general area of the vehicles due to the lack of grade in the area. These vehicles pose no threat of discharge into the harbor. Sorbent pads and booms are stored in the Industrial area in the event of a release.

c. Tank Trucks. On occasion, trucks capable of transferring fuel to CG cutters moored at the SUPRTCEN, conduct their transfers on the pier. Average capacity of these tank trucks range from 1,000 to 7,500 gallons. Because of the close proximity of the truck and transfer operation to the harbor, in the case of an incident, this would pose a threat to the waterway.

6. **CONTAINMENT STRUCTURES AND EQUIPMENT:**

Material designated in the following section for the control and remediation of releases, MAY NOT BE USED FOR ANY OTHER PURPOSE. In the event of a release, safely correcting that situation becomes the primary task of all personnel at the unit. The only exception would be Coast Guard missions involving the preservation of human life, such as SAR.

a. Diesel Tank. The 500 gallon steel diesel tank has integral secondary containment. In the event that a release occurs, the SUPRTCEN has sorbents, booms, and manual earth moving equipment to protect the harbor from receiving released fuel.

b. Vehicles. Sorbent materials are stored in the Hazardous Waste Accumulation Area in sufficient quantity to contain and control a simultaneous catastrophic release from all SUPRTCEN vehicles.

c. Tank Trucks. These tanks do not usually have secondary containment. Catastrophic failure of the containment is considered highly unlikely. Yet, failure of the transfer piping system or operator error requires additional protective measures. For all transfers of fuel to ships moored at the SUPRTCEN, pre-booming of the vessel/barge is required. This includes a complete circumference of the vessel(s). Enclosure (2) lists additional safeguards that, as a minimum, are required during vessel fueling operations. In the event of a release, the SUPRTCEN has sorbents, booms, and related removal equipment to clean up the discharge. Sorbent materials that are stored in the warehouse will be utilized, and more are available from local contractors if needed.

7. **CONTINGENCY PLAN:**

a. The following steps will be followed for all releases:

1. Any person observing a release will immediately notify the OOD by the fastest means possible. The OOD will then notify the Engineer Officer. (Home phone number is located in Appendix A.)

2. The EO will respond immediately.

3. While awaiting arrival of the EO, the on-site personnel will attempt to control the source of the release within the scope of

their training and ability. Action taken should not place the responder at risk. **IF IN DOUBT AWAIT THE ARRIVAL OF QUALIFIED PERSONNEL!**

4. Upon arrival, the EO will take charge of the situation and determine if outside resources are needed to bring the release event under control.

5. If necessary, Local Emergency Response Units will be summoned. They will act under the authority of the EO.

6. If outside resources are not necessary, SUPRTCEN personnel will, under the direction of the EO, take measures to control the release.

7. Following source control, the EO will direct notification of the individuals/organizations listed below (numbers 3-8) if there is a visible sheen on the water.

THESE NUMBERS SHOULD BE POSTED BY THE DUTY TELEPHONE

1.	Engineer Officer	(310) 514-6414
2.	Safety and Occupational Health Coordinator	(310) 514-6370
3.	Executive Officer	(310) 514-6432
4.	Commanding Officer	(310) 514-6404
5.	CG Group LA/LB OPS Center	(310) 980-4444
6.	National Response Center	(800) 424-8802
7.	State Emergency Response Center	(800) 852-7550
8.	CA Fish and Game	(310) 590-5179
9.	CA State Lands Commission	(310) 590-5201

8. Cleanup should begin immediately using the materials on hand at the SUPRTCEN.

b. Diesel Tank:

Control actions specific to this unit in the event of a release include:

1. Secure power in the area, STOP TRANSFER.
2. Contain the majority of the spill ASAP.
3. Check site plan for affected drain locations.
4. Place a sorbent boom around the drain sump.
5. Place sorbent material to back up boom.
6. Make notifications.
7. Clean up release.

In the event of a release that enters the water:

1. Deploy containment boom.
2. Apply sorbent pads and materials to protect adjacent beach.
3. Make notifications.
4. Use sorbents to clean up release.

c. Vehicles:

Control measures specific to this unit in the event of a release include:

1. Apply sorbent to clean up released materials.
2. Make notifications.

d. Tank Trucks:

Control actions specific to this unit in the event of a release include:

1. IMMEDIATELY STOP THE TRANSFER, DO NOT RESUME.
2. Check pier and ship for release into water.
3. Clean up discharge.

In the event of release that enters the water:

1. Ensure boom integrity.
2. Apply sorbent pads and materials to protect the adjacent beach.
3. Make proper notifications.
4. Use sorbents to clean up release.

8. **INSPECTIONS AND TRAINING:**

The SUPRTCEN is inspected for material conditions every two years by the Facility Inspection Team from CEUO. Part of that inspection includes an assessment of the material condition of the various fuel storage and delivery systems. Other inspections include Safety and Environmental Health Audits by the unit Safety and Environmental Health Coordinator and MLCPAC, and Environmental Compliance Evaluations by CEUO.

The Facility Commanding Officer and Engineer Officer make periodic material inspections. Engineering is responsible for maintaining and inspecting the CG owned tanks.

Training is conducted on the proper operating procedures for the diesel tank:

1. Upon check-in of new personnel that will be using the system.
2. As part of departmental training.
3. When this plan is updated.

Training specifically regarding this plan shall be conducted at least annually, and will be incorporated into the annual Hazardous Communications training. This plan will also be addressed in training regarding emergency response, earthquake preparedness, and fire preparedness.

Pre-inspection of preparations for all fuel transfers on the SUPRTCEN will be conducted by the Engineer Officer, or his representative. To facilitate the inspections, a one day notice

to the SUPRTCEN Safety and Environmental Health Coordinator (SOHC) at (310) 514-6370 is required. If prior notice of transfer is impossible due to unforeseen circumstances, the tenant command may contact the SUPRTCEN OOD at (310) 514-6401, who will then contact the SUPRTCEN SOHC. Only when enclosure (2) is completed, signed and all safety requirements are met, will the transfer be authorized.

Reviewed by:

Registered Engineer

Enclosures: (1) Plot plan of SUPRTCEN San Pedro
(2) Pollution Prevention Checklist
(3) Appendix A

Appendix A

These are the names and home phone numbers of the people who should be contacted if and when a spill occurs. These should be updated whenever a change in personnel dictates.

1.	Safety and Occupational Health Coordinator	MST3 C. L. Perkins	(714) 893-7401
2.	Engineer Officer	LT C. L. Cashin	(310) 514-9060
3.	Executive Officer	LCDR A. E. Fuentes	(310) 325-5739
4.	Commanding Officer	CAPT C. D. Main	(714) 454-2143